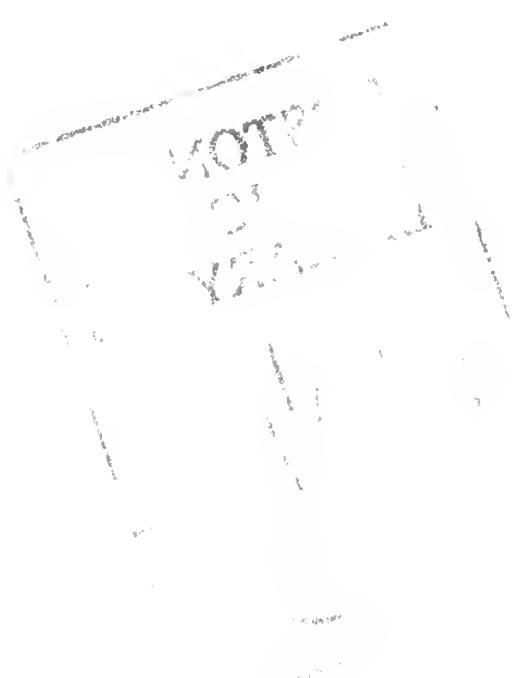


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## THE FORT POINT CHANNEL DISTRICT

Fort Point Channel is a priemer seaport and fishport. In addition to the already bureoning seafood industry, Fort Point Channel is expanding its capacity for other port related industries. However, industry is not the only addition to Fort Point Channel. A mix of new commercial, retail, hotel, and residential development is also being planned for the area. Citizens and the City of Boston have been working together to create a masterplan for the area that aims to create a new economy that will respect the esisting waterfront environment and the existing residential neighborhood while creating a unique mixed use district within the city of Boston.

New construction and renovations of existing building will create at least 10,000 construction jobs with over 32,000 permanant jobs resulting from the new office and industrial developments. In addition to creating new employment opportunities, the development of the Fort Point Channel area will respect and strengthen the existing Saint Vincent's residential neighborhood by adding 2,500 new units of both market rate and affordable housing to the neighborhood. The commercial developemnts in the area will dedicate their linkage funds to the creation of this affordable housing. The fort Point Channel District will add at least 45 acres of open space to the downtown area including an extension of the harborwalk and public access to the waterfront.

The new economy in Fort point Channel will be strengthened by the construction of the Seaport Access Road and the Third Harbor Tunnel to be completed by 1994. This billion dollar construction project will create quick direct access to Logan Airport and the Central Artery. In addition water transportation facilities will be established to encourage use of public transportation to and from the district.

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## Fort Point: The Mastermixed District

The 900 acre Fort Point District, created out of landfill over the last 150 years, is Boston's premier seaport, fishport, and industrial/manufacturing environment.

Adding to this mix a new commercial economy, housing, retail and hotel and installing a new local roadway grid, new Interstate highway and cross harbor tunnel, mass. transit service while protecting both the existing economy and the South Boston residential community is the special challenge. Mastermixing these elements into a twenty year plan to create a district which is environmentally and aesthetically attractive, one that works for people, is the goal of the BRA and the Fort Point Citizens Advisory Committee.

Based on a series of studies and ~~access~~ <sup>style</sup> over five years of community based planning a host of economic, land use, density, access, design, and environmental issues have been molded into a new general plan for the district. The features of this future, as published in our March 1989 Report and subsequent Urban Design Guidelines, are:

1. Diversifying Boston's Economy: Developing new economies for Fort Point District which target research and development manufacturing to create an appropriate match between the District's traditional manufacturing base and Boston's booming service economy. Result -- 10,000 construction jobs and 32,000 permanent jobs.
2. New Transportation Network: The integrated planning of one billion dollars of new major roadway, tunnel, and public land and water transit projects will open the district to the region and, via seaport and airport, to the world. Parking will be constrained to guarantee free flow of traffic serving



all economies while protecting the South Boston residential community from high volume through truck and commuter trips.

3. New Housing Opportunity: Creation of 2,500 units of market rate and affordable housing with an emphasis on strengthening the St. Vincent's Neighborhood of South Boston will guarantee a strong and stable community in an environmentally enriched district.
4. Public Access/Open Space: 45 additional acres of open space throughout the district focused on the extension of Museum Wharf to the Boston Fish Pier, "Post Office Square" type parks, and new major boulevards and widespread landscaping will link the District's land uses to each other, the Harbor and the larger city.
5. Strengthening the Working Waterfront: Reinvestment in and expansion of all facets of the working waterfront and the creation of good transportation links will solidify the districts future as a full service seaport.
6. Protecting the Industrial/Manufacturing Space: 13,700 industrial/manufacturing jobs representing diverse businesses activity, products and services, will be expanded through economic incentives, job training and skill upgrading, child care programs and zoning controls.
7. Managing Growth: Zoning, height limits, land use reservations and other management tools will be implemented to integrate the working waterfront, the enterprise zone, the residential, recreational and cultural land uses.



Achievement of these goals, a new flexible economic platform, public and economic access, protection of existing values and communities, and an enriched urban environment, will be the work of the next twenty years of all sectors working with a committed citizenry.



### NORTHERN AVENUE BRIDGE

The existing Northern Avenue Bridge is one of a series of historic bridges on the Fort Point Channel. In addition to its importance as a historic structure, the bridge provides an important pedestrian and vehicular link between the downtown/financial district and South Boston . Because of its delapidated condition and the inability to effectively service the existing traffic over this part of the channel, a new Northern Avenue Bridge is planned to be built parallel to the existing bridge. When completed, the new bridge will replace the existing one as the major vehicular access point over the mouth of the Channel.

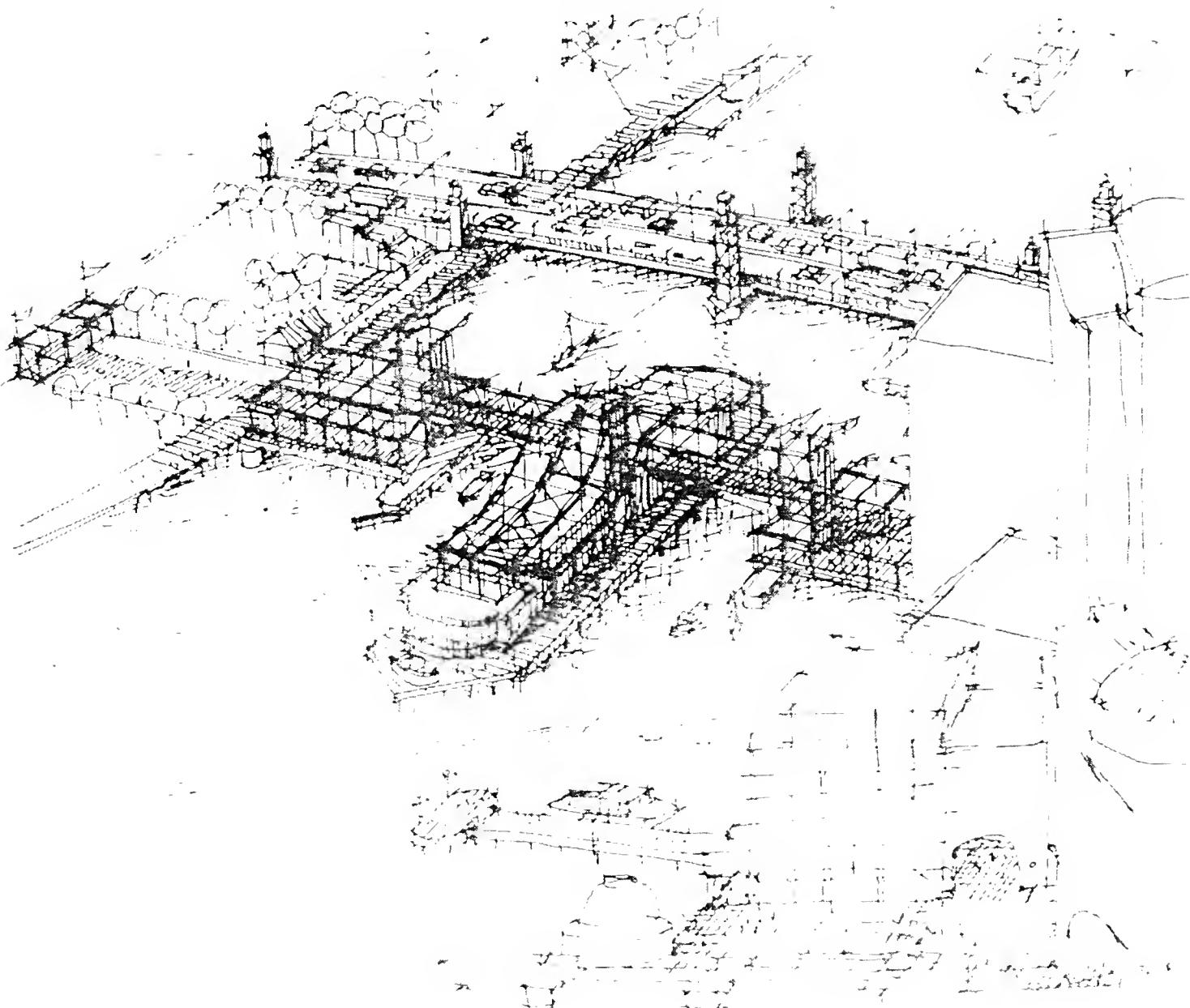
Because of its historic value, reuse of the bridge rather than demolition is being considered. Todd Lee Associates has prepared a study which proposes a number of reuse options for the bridge which options include swinging the bridge open, locating a number of marine retail uses, a visiting center or a museum on the open span, and locating water-related recreational uses such as marinas and dinghy docks at the site. All of these options would focus on making the historic bridge heavily pedestrian oriented, thus creating a unique design element in the Harborwalk experience.



May 1988

## NORTHERN AVENUE BRIDGES STUDY

- Options for Existing Bridge
- Design Objectives for New Bridge
- Fort Point Channel Harborwalk Extension



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*Mayor*

BOSTON REDEVELOPMENT AUTHORITY  
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*Vice-Chairman, Sub-Committee*  
KANE SIMONIAN  
*Secretary*



Harborpark

Prepared by Todd Lee / Clark / Rozas Associates, Inc.

Northern Avenue Bridges Study





### SOUTH BOSTON BEACHES

The South Boston Beaches run from Castle Island to Columbia Point along Day Boulevard. Referred to as Carson Beach and L Street Beach. The beaches offer two restroom facilities; one at Castle Island and the other at the L Street Bathhouse (Curly Recreation Center). The beach, building and landscaping around the L Street Bathhouse are being renovated by the City.

The South Boston beaches and Castle Island are easily accessible and immensely popular during spring summer and fall. Besides the facilities for sports at the L Street Bathhouse, the area attracts people who sunbath, swim, stroll and enjoy the view, runners, and people can often be seen fishing from the piers surrounding the Castle.

### CASTLE ISLAND

- ° Now operated as a Park by the Metropolitan District Commission (MDC)
- ° Had been continually fortified since 1638  
The current fortification "Fort Independence" was begun in 1834 and completed in 1851
- ° Was used throughout the Civil War
- ° Built of granite
- ° Oliver Wendell Holmes & Edgar Allan Poe were stationed here and Paul Revere was a commander
- ° During the 1770's the stamps from the Stamp Act were kept in this fort
- ° Over 1.5 million people use the Castle Island/Pleasure Bay/Beach area annually



### CONLEY TERMINAL

- Open 1974 ◦ 101 acres
- Massport owned and operated
- 1987 handled:
  - 137,000 containers &
  - 100,600 autos (Toyotas)
- April, 1988 began handling "Atlantic Class Service" once per week, 950 feet long
  - bigger than the QEII

### BOSTON MARINE INDUSTRIAL PARK

- Operated by Economic Development & Industrial Corporation (which was established in 1968 and employs 110 people)
- 200 acre site was Navy Annex and Army Base-closed in 1974
- Now an industrial park employing 3,500 people including General Ship, Coastal Cement and The Design Center, a 1.5 million s.f. building with interior design firms, bookbinding and computer firms
- Major drop-off point for Subaru in New England - 4,000 cars every two weeks

BOSTON PUBLIC LIBRARY



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## COMMONWEALTH PIER/WORLD TRADE CENTER

The World Trade Center was established to encourage expositions and trade between Boston and various countries of the world. It is presently owned by the Massachusetts Port Authority and operated by a development partnership. The World Trade Center was used in the past by the International Longshoreman Association as both a hiring hall and office space. Massport updated the facilities in 1986 for their present use. By 1989, the facility is 96% full, with space leased to a variety of trade and non-trade related tenants. The Center's commercial success is derived from rental income from exhibitions in the hall and conferences in the theater and meeting rooms.

- 850,000 sq.ft. building
- 120,000 sq.ft. exhibition space
- Show capacity = approx. 20,000 people
- 400 seat theater
- Docking area for Bay State Provincetown Cruises

## BOSTON FISH PIER

The Fish Pier is owned by the Massachusetts Port Authority. It is the primary commercial fishing facility in Boston Harbor. Up until 1982 the Pier had been used exclusively by the fishing industry. At that time the pier was extensively rehabed by Massport adding office space which is not required to be maritime related. Despite the fact that restaurants and offices exist on this pier, public access is limited.

- 200 fish processors/brokers
- Average landings = 45,000 lbs./day
- Boston Annual Seafood Landings:
  - 31.4 million lbs.in 1986
  - Valued at \$19 million
  - Rank - No. 22 in nation in landings

